

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, HIOGO and YOKOHAMA	"LUTZ W." Capt. C. Dowers	THURSDAY, 10 A.M., 10th Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" Capt. G. Meiners	THURSDAY, Noon, 10th September.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Missen	THURSDAY, 5 P.M., 10th September.
KUDAT and SANDAKAN	"BORNHO" Capt. F. Sambill	FRIDAY, 9 A.M., 11th September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th September, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...	VILLE DE LA CIOTAT...	Barillon	14th Sept., P.M.
MARSEILLES, VIA PORTS	AUSTRALIEN	Verrop	15th Sept., 1 P.M.
SHANGHAI, KOBE, YOKOHAMA...	CALEDONNIEN	Martin	28th Sept., P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	29th Sept., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd September, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES 29 "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA-VANCOUVER 13 DAYS.

LONDON and PARIS 26 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

OUESANT	10th Sept.	ORYLAN	25th Nov.
AMIRAL OLRV	12th Oct.	CORSE	11th Jan., 1909.

New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 5th September, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES

Hongkong 29th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half Sept.	JAPAN	First half Sept.
TJIMAHU	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJIBODAS	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJILIWONG.	JAVA	Second half Sept.	SHANGHAI	Second half Sept.
TJILATJAP.	JAVA	First half Oct.	SHANGHAI	First half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 7th September, 1908.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOWANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents: Messrs. E. Pasquet & Co.

For further particulars, please apply to—

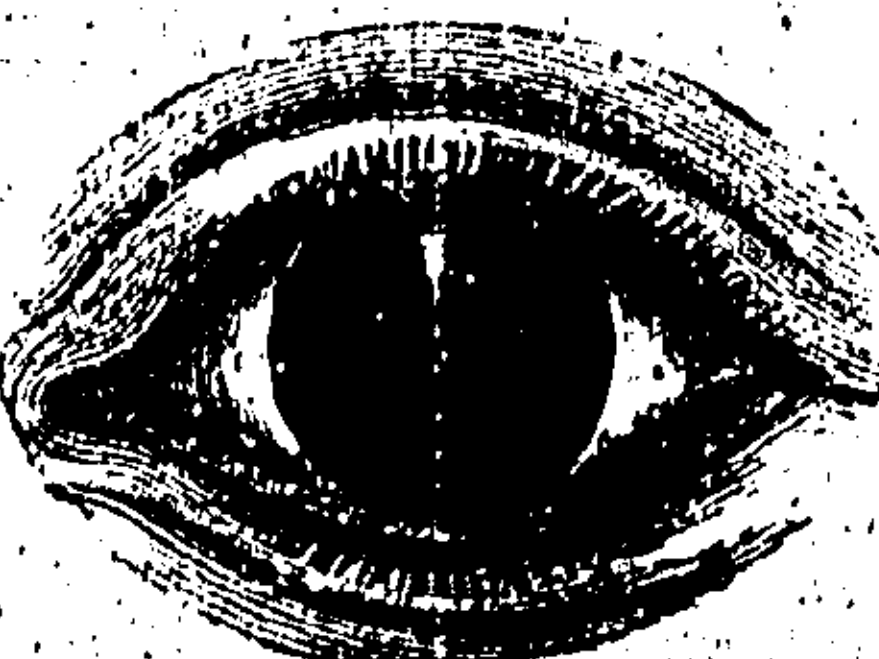
BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, LANCET, GAZETTE, SHANGHAI, HONGKONG, 4th March 1908.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving this port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 1/4 UM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light houses.

F. G. Rice,

Director.

16th Jan. 1907.

To Let.

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16, DES VOUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
1st September, 1908. [61]

TO LET.

THE NEUK, No. 84, THE PEAK, fully furnished, Garden and Tennis Court with immediate possession.
Apply to—
PERCY SMITH AND SEIH,
No. 5, Queen's Road Central.
Hongkong, 8th September, 1908. [84]

TO LET.

GODOWN No. 14, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1908. [490]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, at \$45 plus taxes per month. Immediate possession.
Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 24th July, 1908. [601]

TO LET.

A HOUSE in KNUITSFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1908. [159]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 22nd May, 1908. [257]

TO LET FROM 1st SEPTEMBER.

AT SHAMEEN, CANTON.

HOUSE No. 103 (Kwan-How-Buildings) at present in the occupation of the I. M. Customs.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st September, 1908. [695]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tames & Co.).
Apply to—
THE COMPTON DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [18]

For Sale.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Messrs. Kossel, J. J. V. and others, combined all the desiderata as to be sought in a medicine of the kind, and superseded all other remedies.

THERAPION No. 1 is a remarkably short time, often a few days only, restores the system, and cures all the various diseases, such as influenza, pneumonia, and all diseases for which it has been found to be a most effective remedy. It is a most valuable remedy for all the above diseases, and is a most valuable remedy for all the above diseases, and is a most valuable remedy for all the above diseases.

THERAPION No. 2 is a remarkably short time, often a few days only, restores the system, and cures all the various diseases, such as influenza, pneumonia, and all diseases for which it has been found to be a most effective remedy. It is a most valuable remedy for all the above diseases, and is a most valuable remedy for all the above diseases, and is a most valuable remedy for all the above diseases.

THERAPION No. 3 is a remarkably short time, often a few days only, restores the system, and cures all the various diseases, such as influenza, pneumonia, and all diseases for which it has been found to be a most effective remedy. It is a most valuable remedy for all the above diseases, and is a most valuable remedy for all the above diseases, and is a most valuable remedy for all the above diseases.

THERAPION is a remarkably short time, often a few days only, restores the system, and cures all the various diseases, such as influenza, pneumonia, and all diseases for which it has been found to be a most effective remedy. It is a most valuable remedy for all the above diseases, and is a most valuable remedy for all the above diseases, and is a most valuable remedy for all the above diseases.

Sold by all Chemists.

[61]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Dozen - \$16.50

RAINIER BEER

LIGHT, wholesome, and

invigorating

Undoubtedly the best Beer

brewed in America.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 5th September, 1908.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 9, 1908.

THE IMPERIAL COLONIAL CLUB.

Provided the Imperial Colonial Club receives the support it so thoroughly well deserves, there is no reason why it should not rank among the most popular institutions of its class in London and become the rendezvous and habitation of those who have returned from the Colonies for good or are spending a brief sojourn in the homeland. While the attention of the people at home is being more and more directed to the Colonies and the interest displayed in returned Colonials is becoming daily more pronounced little or nothing has in the past been done to provide for the visitor who desires to meet old friends at some recognised centre while spending his holidays in the old country. It is true that there is the Imperial Institute, but to a great extent that is an official headquarters which does not make for the genial intercourse and unrestrained pleasure to be found in one's Club, where the members feel at home and away from the trammels of unending conventionality. There are also other semi-official institutions scattered throughout London, where the Colonial may listen occasionally to

long-winded harangues about matters which have rattled his system, and where the old fogies make their periodical bow and congratulate one another that they are not as others are. But the average Colonial—for we are all Colonials once we have absorbed the atmosphere of the "Dominions Beyond the Sea"—and especially the Colonial who is bent on having his modicum of pleasure which he can carry back to the Colonies during his renewed period of exile, wants none of these things, or at least he is generally of opinion that a little goes a long way. It is then that he discovers the want of a common gathering ground where he may meet those who have gone through the mill of Colonial experience and are prepared to advise the wanderer who is practically a griffin in his own land, as to the programme he should follow in seeing the life from which he has been estranged for a longer or shorter period. The promoters of the Imperial Colonial Club are therefore to be heartily congratulated on their idea of establishing what should undoubtedly be a most successful centre for Colonials. The Club stands in the heart of London's Clubland, and the advantages to be derived from membership are as manifold as they are desirable. The only question that may arise is on the score of the annual subscription. While it is not to be suggested that five guineas is too much for the entrance fee, it seems to us that many who are compelled to spend three or five years at a time in the Far East at any rate, would look askance at the suggestion that they should pay five guineas for benefits which they are not in a position to enjoy. It is, of course, possible that a difference is made between resident and non-resident members and in that case the five guineas might be fair and reasonable, but it will be necessary to receive further particulars on that head. In any case, there can be no doubt that the Imperial Colonial Club will meet what is known as a felt want and we certainly wish it every success. It will be indeed curious if the Club is not supported by the large number of Britishers in Hongkong who are making constant trips to England in search of diversion or in pursuit of business.

SINGAPORE HARBOUR WORKS.

Little has been heard lately of the Singapore harbour scheme, but that the work is progressing there can be no doubt from the report of the Colonial Secretary, although to what extent that progress is being made we have no means of judging. A short review of the work by Captain Young, the Colonial Secretary for the Straits Settlements, gives some idea of what is being done, and it is concisely incorporated in a leaderette in the *Straits Times* dealing with the year 1907. In that report it is stated that in January, the staff of the contractors, Messrs. SIF JOHN JACKSON, Ltd., came on the ground and took possession of a piece of land for their workyard between Robinson Road and the sea front, extending from the Telok Ayer Market to Fort Palmer. During the year they built their import jetty, which extends for a length of nearly 600 feet out into the sea, near the Telok Ayer Market end of the yard, and also commenced driving the staging for the southern end of the reclamation wall as well as that at the northern end, near Johnston's Pier. Besides this, the contractors started clearing away the jungle at Pulau Ubin, and laying their temporary roads for opening up the quarry from whence they are obtaining their granite for the works. By the close of the year, the quarry had been opened up, and a jetty started for loading barges with broken stone for the works. The state of the works at the end of 1907 is given by Captain Young as follows:—Contractors' office, bungalows for the European foremen, fitting shop, blacksmith's shop, cement shed, locomotive house, and carpenter's shop had been erected; a stone crusher for breaking the granite from Pulau Ubin for concreting purposes, a concrete mixer, and the floor for building the concrete cylinder rings were completed, and the necessary railway lines laid throughout the yard. One hundred and forty feet of staging had also been erected at each end for the commencement of the quay wall. Since then, of course, considerable progress has been made at both ends of the reclamation wall and much new plant has arrived from home and from Cape Colony to cope with the heavy material involved in a contract of such a magnitude as the reclamation of so large an area.

AGAIN another obstreperous ricksha coolie was fined in the Police Court, to-day, for the usual behaviour, or misbehaviour. Lim Sing was charged with demanding more than his legal fare from a woman, and assaulting her when she refused to comply with his demand. On each charge he was fined \$2, the alternative being a fortnight in gaol.

Hongkong Bank Sued.

RIGHT TO RETENTION OF DOCUMENTS CONTESTED.

OUTCOME OF THE CANTON WAI SENG MONOPOLY.

A very important case—and one which is expected to last many days—was commenced in the Supreme Court, this morning, before the Chief Justice (Sir Francis Agnew). It was that in which Lau Man Cho, alias Lau Hok Shun, a gentleman, residing at 173, Bubbling Well Road, Shanghai, brought a claim against the Hongkong and Shanghai Banking Corporation to recover thirty-four title deeds, which it was alleged, were the property of the plaintiff and which were wrongfully detained by the bank. The plaintiff also claimed \$600,000 damages for wrongful detention. A counter-claim was entered by the bank for the repayment of the sum \$1,340,450.83 and interest.

Mr. M. W. Slade, instructed by Mr. J. Scott Harston, of Messrs. Ewens and Harston, acted for the plaintiff. Mr. H. E. Pollock, K.C., who was instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, appeared for the defendant bank.

The statement of claim set out that the plaintiff resided at Shanghai. The defendant bank was in wrongful possession of the documents, which were the property of the plaintiff. Though the plaintiff had demanded them the defendant refused to give them up.

It was stated for the defence that they were in lawful possession of the documents. The documents were handed to them by the Wang Fung firm, in which firm plaintiff was a partner, for the purpose of securing the repayment to the defendants of certain bills of exchange with interest. The bills were drawn in the usual way of business for the purpose of obtaining money from the defendants for the use of that firm, the proceeds received from the defendants on the sale of the bills being paid by the drawers (who acted as agents for the Wang Fung firm in the negotiations) to the Wang Fung firm. If—which the defendants did not admit—the documents were the property of the plaintiff, and were not the property of the Wang Fung firm, the plaintiff authorised the firm, or in the alternative, negligently put it in the power of the firm by entrusting them with the possession of the documents, to charge the documents as security in the manner already stated. Some of the bills were still unpaid and there was owing to the defendants in respect of the unpaid bills for principal also \$1,340,450.83. In the alternative the defendants allege that the proceeds of the unpaid bills have been applied for the use or benefit of the Wang Fung firm. The defendants were, under the circumstances, entitled to a charge, or, in the alternative, to a lien as bankers, or, in the alternative, to retain such documents for the purpose of securing repayment to them of the principal and all interests due thereon, which were due and owing to them by the Wang Fung firm, and by the plaintiff as a partner. The defendants did not admit that the documents—or any of them—were the property of the plaintiff, and denied his right to recover them. Furthermore, they stated that the Court had no jurisdiction to determine the title to land, or to a charge, or lien on land which was situated in a foreign country—that is, Canton—in the empire of China. Proceedings were now and were at the time of the commencement of the action, pending between the parties to this action in China, before the Nambai magistrate at Canton, in connection with the right of the defendants to retain possession of the title deeds. In the proceedings before the Nambai magistrate, wherein the defendants in this action were plaintiffs and the plaintiff in this action was defendant, the plaintiff in this action had put in certain pleas by petition, thereby submitting to the jurisdiction of the magistrate in connection with the title deeds for the land. Under these circumstances the institution and continuance by the plaintiff of this action was vexatious and embarrassing to the defendants, and was an abuse of the process of the Court.

The defendants entered a counter-claim for the payment of \$1,340,450.83 together with interest at the rate of eight per cent. per annum. Mr. Slade proceeded to outline the particulars of the case. He said that the plaintiff was a scholar of very high attainments and a successful business man. Some five years ago—from 1890 to 1895—plaintiff was the farmer of the Wai Seng lottery in Kwangtung, which concession he had obtained from the Viceroy of the Two Kwang Provinces. Towards the end of the concession plaintiff being desirous of going North on business affairs, entered into an agreement with seven men—men of position and all wealthy—that they should act as his agents during his absence. This agreement was made in writing, and by this they were given power to apply for the new concession, and to work the business. On the expiry of the concession in the end of 1895 plaintiff's agents applied for the new concession and failed. The concession was granted to two merchants, who, after conducting business for a few months, failed; and in 1895 the Wang Fung Company took over the concern for a term of six years, which expired in June, 1904. Counsel emphasised the point that previous to the Wang Fung securing the concession, plaintiff was the sole concessionaire. But when the seven men—his agents—were appointed they traded as the Wang Fung Company.

At this stage Mr. Slade proceeded to read certain documents, commenting on them as he went along, and going into the question of law at length. After theiffin adjournment, Counsel continued on the same stage, arguing on the question of law, and this was kept up to the time our report closed.

When a certain legal right was called to account for a certain slip he made in his address in the Supreme Court, this afternoon, that legal lunatic returned. "I beg your pardon. My tongue is always slipping off that way!"

GRAND CARLTON HOTEL.

READY TO BE OPENED NEXT MONTH.

With the opening of the Grand Carlton Hotel on the 1st of October, Hongkong will be provided with a first-class residential establishment, of which there are at present far too few in the Colony. For some years the old Carlton House had a chequered existence, due to a variety of causes into which there is no need to enter. Under the management of the proprietor of the Kowloon Hotel, which, since it has been taken over by Mr. Owen and reorganised by Mr. Chaytor, has become one of the most popular resorts in the Colony, the rejuvenated establishment which will henceforth rejoice in the title of the Grand Carlton Hotel is bound to prove a successful and flourishing undertaking. It enjoys several features which are desired by their location to some of the other strictly city hotels. Although it is situated within half-a-minute's walk of the Post Office and the tram, it is yet almost secluded from the noise and clamour of the endless procession of rickshas which perambulate Queen's Road Central, and the clutter of drays and trucks, as it were in the heart of the country. It is, in fact, the ideal family residence for visitors who are disinclined to seek for quiet on the upper levels. Moreover, it is, now, under the energetic and enlightened management which has made a reputation for the Kowloon Hotel, an entirely up-to-date establishment.

The Grand Carlton Hotel consists of two buildings, divided by Duddell Street which runs into Queen's Road Central. The lower building will be, to all intents and purposes, a family reserve and it is with that object in view that the spacious and sunny rooms are being furnished. There are 21 apartments altogether in this wing, 12 of which are described as double rooms while 9 are for individual persons. All are being arranged in the most comfortable, convenient and home-like style, with nothing tawdry or flashy about them, nothing of the cheapjack tinsel ornamentation. The rooms are all and give the visitor the impression of refinement, an impression which is certain to be fulfilled. It need only be said that the furnishings are in the hands of Messrs. Powell & Co. to indicate the excellence and solid merit which will be enjoyed by the resident.

On entering the Hotel, the visitor, passing through ornamental glass doors, steps immediately into a large and well-lighted reception or drawing room. On the right is the dining room, so that the old absurdity of guests having to travel from one branch of the Hotel to another in sunshine or in rain is abolished. Wide staircases lead to the upper floors where the apartments are at convenient positions. Electricity will be the illuminant, and as a matter of fact a complete installation of electric appliances and fittings is being fixed up by Messrs. Wilks and Jack. Several of the larger bedrooms have bathrooms attached, but even without that convenience the ordinary bedrooms are so handily placed that they are for all practical purposes next to the ordinary bedrooms. It is needless to say that in an establishment which is being renovated from top to bottom the painting and decorative work is of the most artistic character.

With regard to the upper house, there will be no striking changes, except that the building is being repainted and decorated and the rooms refurnished. There will be an experienced housekeeper in charge of the Hotel and everything will be done to make the stay of guests pleasant and satisfactory. One feature to which special attention will be paid is the "chow," and those who know something of the capabilities of the Kowloon Hotel in this direction may guess that the palate of the epicure will be satisfied at the Grand Carlton.

A somewhat novel and certainly a capital idea is that which proposes to allow residents at the Kowloon Hotel when they are visiting the city at times to have their lunch at the Grand Carlton instead of having to wander across to the peninsula. Then again, should these guests of the Kowloon Hotel be in Victoria attending dances or parties they may sleep at the Grand Carlton providing, of course, that the accommodation will be available.

The cost of the renovations is put at not less than \$200,000 and it is to be hoped that the enterprise of the proprietor will be adequately rewarded.

A WOMAN'S SUICIDE.

DISAPPOINTMENT IN LOVE THE CAUSE.

Disappointment in love and want of money, were the reasons for the suicide of a woman at West Point last night. The woman—Tung Ngan Kiu—who resided at 432, Queen's Road West, was about twenty-three years of age. At about ten o'clock last night one of the amahs went in search of Tung Ngan Kiu to inform her that she was wanted at a certain restaurant. When her room was entered, the woman was found in her bed in an unconscious state. All efforts on the part of the amah to rouse her were in vain. When the mistress of the house returned at about midnight the amah told her all about Tung Ngan Kiu's condition, and a police officer was sent for. Soon after the ambulance arrived the woman expired. A cup containing a mixture of opium and water was found near her bed. At the mortuary a post mortem examination was held, and death was found to have been brought about by opium poisoning.

From the mistress of the house the police learnt that Tung Ngan Kiu had seen her sweetheart the night before and there was a quarrel between them over some money. Her lover left very annoyed. Last night Tung Ngan Kiu waited for him to come, but he did not. She blamed herself for causing the trouble, and in the absence of most of the inmates of the house retired to her room, and took the fatal draught.

HON. MR. WAI YUK, C.M.G.

THE INVESTITURE.

Amid a representative gathering of officials and civilians, including several prominent Chinese citizens, the Hon. Mr. Wai Yuk, C.M.G., was invested this afternoon, at Government House, by His Excellency Sir Frederick Lugard, with the insignia of the Companionship of the Most Distinguished Order of Saint Michael and Saint George. When the distinguished gathering had assembled in the Ball Room, and H.E. the Governor, supported by the members of the Legislative and Executive Councils, had taken his seat on the dais, the Hon. Mr. Wai Yuk, supported by the Hon. Mr. Chatham, C.M.G., and the Hon. Dr. Ho Kai, C.M.G., Companions of the Order, into which Mr. Wai Yuk was about to be initiated, marched in procession towards His Excellency, the assembly standing. In the briefest words, the Hon. Dr. Ho Kai introduced the new Companion to His Excellency.

The Governor presented Mr. Wai Yuk with a scroll and statutes of the Order, making some laudatory remarks to the recipient.

His Excellency then took the distinctive emblem of the Order of Saint Michael and Saint George and pinned it on the left breast of the newly-created Companion.

Mr. Wai Yuk bowed his acknowledgments and the ceremony concluded.

DEAR MOON CAKES.

A COOLIE'S DESIRE LANDS HIM IN GAOL.

The Chinese moon festival is approaching, and it is the proper thing among the natives to have a stock of moon cakes in the house. So thought Chan Kwai, too. But as he had no money, and as moon cakes had to be had honestly or otherwise—as the nigger parson says to his flock when he wants a chicken—Chan decided to take the latter course. So at about seven o'clock last night he went out in search of the essential article. On the counter of a shop in Gilman Bazaar, Chan's eagle eye fell on several parcels of the cake. Thinking was to act with Chan, and without any further delay he strode up to the counter and picked up a parcel and moved away, believing all the time that he was not seen. But this was not so, for as soon as Chan stepped to the street, he was seized by the back of the neck, hauled back into the shop, and a policeman was sent for. Chan was conveyed to the Central Police Station, and at the Police Court, to-day, he was given—not the moon cakes—but three weeks' hard labour.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 8th at 9.30 p.m.—The typhoon, to the South of the Loochoos, appears to be moving towards N.W.

On the 9th at 11.50 a.m.—The barometer has fallen moderately over the Loochoos, and risen slightly in the Philippines.

The typhoon is now situated to the S.E. of Naha (Loochoos). It appears to be moving Northwards.

Pressure has increased moderately on the N.E. coast of China, the depression lying in that neighbourhood yesterday, having moved away to the N.E.

Pressure is high over N.E. Japan, and over China to the North of the Upper Yangtze.

Light or moderate N.E. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea.

Hongkong Rainfall for the 74 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, light or moderate; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

A COOK (Han San.) in the employ of Mrs. Reber, of 3, Park View, was charged in the Police Court, to-day, with stealing a letter from his mistress, which contained \$100. Accused pleaded not guilty, and he was remanded until Friday next, when the case will have been decided.

Two months' imprisonment with hard labour was the sentence passed on a coolie (Lau Wing) in the Police Court, this morning, for stealing a case of pyrogallol acid from a shop at 126, Chu Loong Street, at an early hour this morning. Lau Wing's *modus operandi* was to force open the door of the shop to get the case. In so doing he awakened one of the *fohs*, who followed him to the street, and gave him in charge.

ONE of the passengers by the steamer *Haitan* which arrived from the coast ports yesterday, was arrested by the police for being in possession of a sword and a dagger without a permit from the Police. The accused—Cheung Wing Yau—was charged in the Police Court, to-day, with the offence. He satisfied the magistrate—Mr. Kemp—that he was of a peaceful disposition and he was discharged, but the arms were forfeited.

A WILD Japanese, giving the name of Kama Koyor, and his occupation as a watchman, boarded a tramcar last night, and when called upon to pay his fare refused in a most aggressive manner. The conductor, thereupon, ordered the little brown man to leave the car, but he was accompanied with a smack on the head. At this juncture Mr. W. Glendinning, the inspector, boarded the car, and had the Japanese arrested. At the Police Court, this morning, Kama was fined \$5 for refusing to pay the legal fare, and \$5 for attacking the conductor.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHANG CHIH-TUNG REPRIMANDED.

BY EMPRESS DOWAGER.

[By courtesy of the "Sheng Po"]

Peking, 8th September.

H.E. Chang Chih-tung has again recommended ex-Grand Councillor Ku Hung-chi for reinstatement.

The Empress Dowager was highly incensed at the recommendation and severely reprimanded H.E. Chang, for his temerity in making the recommendation.

NO CLASS DISTINCTION.

ENFORCEMENT OF POLICE REGULATIONS.

[By courtesy of the "Sheng Po"]

Peking, 8th September.

Prince Su, president of the Board of Civil Affairs, has instructed the Chief of Police to enforce the Police regulations without distinction.

No discrimination should be shown to individuals whether they be Chinese or Manchus, members of the Royal family or plebeians.

RAILWAY IN SHENSI.

PROJECTED LINE.

[By courtesy of the "Sheng Po"]

Peking, 8th September.

The Imperial Government has telegraphed the Governor of Shensi suggesting the expediency of building a railroad to Tong Kwang from the capital of the Province.

The Governor has replied to the effect that he is unable to carry out the project in the absence of funds.

[Russia.]

Great Britain's Unemployed, LONDON, 7th September.

On Saturday Prince Arthur of Connaught reviewed ten thousand of the Boys Brigade at Glasgow.

The unemployed had intended to intercept his carriage, but being overawed by the police they merely "booed."

After a meeting yesterday at Glasgow at which violent speeches were made, two thousand Socialists and unemployed attempted to rush the Cathedral at the commencement of afternoon service. The police who were forewarned called out the reserves and drove the mob back with their truncheons. In the mêlée, which lasted fifteen minutes, a number of nasty wounds were received on both sides.

At Norwich yesterday a hundred unemployed visited the Cathedral and frequently interrupted the Dean who denounced Socialism.

German Army Manœuvres.

Grand German Army manœuvres, in which the fighting is over the battle ground of 1870, began at dawn in Alsace-Lorraine, practically on the French frontier.

Seventy thousand troops are engaged.

Later.

British Trade.

The decrease in British imports for August amounted to £6,544,390 sterling and exports to £7,012,368 sterling.

The latter includes cotton manufactures £1,852,861, and iron and steel one million sterling.

The Unemployment Question.

A Trades Union Congress has been opened at Nottingham with a record attendance representing 1,776,000 members. In his presidential address, Mr. S. L. L. Labour Member for Clitheroe, said the congress was of unusual importance, especially in reference to the question of the unemployed. In that connection he strongly urged as a remedy a reduction in the hours of labour, but the question required to be dealt with internationally. He urged the Government to arrange an international four-day conference in London. He also said that the age limit for old age pensions must be reduced.

TYPHOON WARNING.

The American Consul-General received the following typhoon warning from the Manila Observatory at 11 a.m. September 9, 1908:—"Cyclone or typhoon South East of Naha recurring North-eastward."

America and China.

"NEW YORK HERALD'S" SUGGESTED ALLIANCE.

HONGKONG CHINAMAN INTERVIEWED.

A copy of the Paris edition of the *New York Herald* reached us by the German mail to-day and contains that paper's remarkable suggestion for an alliance between China and America. We reproduce textually the editorial from our American contemporary together with the interview upon which the leading article is based. The *Herald* says:—

"Evidence that the 'changeless East' is changing very noticeably is contained in an interview with Mr. Li Sum Ling, a typical representative of 'Young China,' which is published on page 1 of this morning (Aug. 11). A little more than a decade ago it would have been difficult, perhaps impossible, to find a prominent Chinese willing to admit that conditions in the Celestial Empire were in need of improvement. To-day, hundreds of them realize clearly that the existing constitution of the Chinese polity is on the verge of dissolution, and express their conviction as outspokenly as Mr. Li does. And in every populous Chinese city are to be found men like Mr. Li, men of modern education and enlightened views, men of initiative and courage, working to regenerate China. That patriotic pride and public spirit are not lacking in the people as a whole is attested in the remarkable extension and stringency of the boycott of Japanese products, a boycott organized as a national protest against the exorbitant reparations exacted by Japan for the seizure of the *Taiyu Maru* by the Chinese authorities. In that incident, China was indisputably in the right. But even had she been in the wrong, the Japanese Government's domineering attitude would have been a tactical blunder. The day has passed when foreign Powers could still dispute with China as a means of extorting political, territorial or commercial concessions. Owing to the *Taiyu Maru* case, the distrust of Japan, already existent in the Chinese, has developed to a degree of intensity that is of evil augury for Japan's ambition to control China. In fact, suspicion of Japan and confidence in the United States appear to be the predominant popular sentiments in China at present. The *entente cordiale* that exists between China and the United States is so real and so comprehensive that Mr. Li advocates without ambiguity a Chinese-American alliance as a necessary counterbalance to the Anglo-Japanese Alliance. The boldness of such an idea should not make one dismiss it as visionary. The political visions of to-day are the realities of to-morrow. The English are certainly no wedded to tradition than are the Americans. Yet they have seen fit to break with their traditional policy of 'splendid isolation,' and have concluded an alliance with Japan. That step, in itself, may yet compel the United States to disregard the warning against 'entangling foreign alliances' contained in Washington's farewell address. The swaddling clothes of tradition should not be allowed to prevent the free development of American interests. Nor should the measures considered by prudent and enlightened American statesmen as necessary for those interests be flouted or anathematized solely because they may be 'contrary to the traditional policy of the country.' When Washington uttered his warning against alliances, his gaze was fixed on Monarchical Europe, which at that time was animated by a spirit of hostility towards Democratic institutions. To-day the United States has nothing to fear from Europe. But as regards China and Asia generally, the case is far different. The realization of the ambitious programme—'Asia for the Japanese'—would smother the death-knell of American commercial development. An alliance between the United States and China would prevent the realization of that programme, would compel China to walk resolutely in the path of progress, would ensure for the United States a share in the commerce of Asia, and would guarantee peace in the Far East quite as much as the Triple and the Franco-Russian Alliance have guaranteed peace in Europe. Such results are not to be despised."

"The question of the Far East? Ah! that is a delicate matter. Moreover, it is as complicated as a Chinese puzzle."

Mr. Li Sum Ling, of Hongkong, thus replied when asked by a *Herald* correspondent yesterday (Aug. 10) to give some of his impressions on the situation as it pertains to China, Japan, Korea, Manchuria and the relations of those countries with Europe and America. Mr. Li Sum Ling is a journalist and is identified with the progressive element in Chinese politics. He is editor of the *Chinese Mail*, and a native-born writer for the *China Mail*. He speaks English fluently and clearly follows the trend of foreign opinion by reading the American and English newspapers.

Mr. Li has just arrived in Paris from Hongkong, and is stopping at the Elysée Palace Hotel. He will remain some time in Europe, visiting England, and perhaps America, before returning to China. Although distinctly modern in ideas and liberal in opinions, he is still a Chinaman, patriotic and natural, and thus comes into the midst of Parisian customs and costumes wearing his native robe, silk and resplendent. Mr. Li is only twenty-six years old; but his education and comprehension are those of an old statesman.

PARIS UNLIKE CHINA.

"Like a Chinese city!" exclaimed Mr. Li, as he glanced up and down the Champs-Élysées, and then he resumed the discussion of the Far East question. "In the first place," he said, "it involves several European nations, in a political sense. The situation will be better understood when the relations of the Chinese Empire with the various Powers have been briefly explained. Since the Russo-Japanese war much attention has been drawn to the prominence of Japan in the Far East. It is therefore necessary to describe Japan's attitude and her relations with the other nations."

"China has never had a liking for Japan, although in both countries there have been signs from time to time of a tendency to cultivate friendly intercourse. Japan's behaviour was always suspicious, but it has become extraordinary since the war with Russia. It is an open secret now that Japan's policy is 'Asia for the Asiatics,' which may be translated into 'Asia for the Japanese.' Whether Japan's extravagant expectations will be realized, however, remains to be seen. With a special object cherished in the bosom of the young and ambitious nation, we have heard quite recently utterances from one of her prominent statesmen which were to the effect that 'India called for Japanese protection. These statements were contradicted, but yet they served as a straw to show which way the wind was blowing.'"

JAPAN'S EXCLUSION POLICY.

"At any rate, current events show there is not the slightest reason for doubt that Japan's intention is to prevent Europeans from crossing the Indian Ocean or landing in Asiatic territory, and, in order to accomplish her object, she must have immense resources to draw upon. Therefore, she has decided she must make use of China, which at present is weak in the extreme, when compared with her island neighbour. She wants to use China as a field on which to conduct her first great operation. Japan has sent into China thousands of priests to preach Buddhism, which, if my reading is to be trusted, was introduced into Japan from China, and it may be mentioned that this system of proselytizing was never stipulated in any of the treaties between China and Japan."

"Japan's object was to employ the now defunct method of European nations in creating disturbances by means of converts, and thus have an excuse for exerting indemnity and territory from China. Only a short time ago we heard of unauthorized Japanese priests, who had been smuggled into the western part of the Kwangtung province, trying to provide protection for their converts who had violated the laws of China. Negotiations for the deportation of these undesirable are still being conducted by the Canton Government and the Japanese Consul. There are also many such priests in the province of Fukien, which, as a field of operation, is most suitable to the Japanese Government, owing to its proximity to the island of Formosa. Fears of conflicts between the Chinese and their illegally-converted brothers are constantly entertained, and the sooner this question is settled by the Chinese Government with a strong hand, the better it will be for the maintenance of peace in the Far East."

WEAK IN DIPLOMACY.

Mr. Li was inclined to admit that China was frequently weak in diplomacy, but he declared that Japan, on her side, had made several great errors in the diplomatic line. Replying to a request for his opinion on the *Taiyu Maru* affair, he said:—

"Perhaps the greatest diplomatic mistake Japan has ever made was in the *Taiyu Maru* case. Japan's earnest desire to obtain money—her financial position has been known to the entire world to be in a very bad state, and even on the verge of bankruptcy, according to certain reports—has led her statesmen to overstep the situation. Thinking that the *Taiyu Maru* incident gave her the opportunity, heaven-sent, to accomplish her purpose, she used her great power, acquired after the war, to 'squeeze' China and adjust her financial position, in spite of the undoubted proof that she was in the wrong. The result is known to the world. Japan has seen her error, but it is too late. She is endeavouring to remedy the fault, but without success. The few Japanese merchants who have acknowledged the error on the part of their Government cannot induce their old Chinese customers to accept the articles which are of Japanese make."

"The attempt at conciliation made by the Japanese journalists also have failed. The *Osaka Asahi*, a rather widely-read paper, thought that by inviting their Chinese contemporaries to a dinner the trouble would be smoothed over, but the invitations were returned with thanks. Awabi (Japanese marine food) and Japanese mushrooms have not been served on Chinese dinner tables since the *Taiyu Maru* affair. Chinese editors no longer have any liking for them."

WHERE JAPAN ERRED.

"The general opinion in China is that, had Japan dealt honourably with China in that famous case, she would have strengthened her position instead of weakening it. Japan might have said to China: 'My usual sins have disturbed the tranquillity of your land by smuggling arms. Deal with them according to your own law.' In that case, China would have been heart and soul with Japan."

"Is Manchuria destined to be Chinese or Japanese?" Mr. Li was asked.

"In Manchuria Japan will do her best to shut the door instead of opening it. At present it seems that the United States is the only nation which stands in the way. It is significant that during vacation days among the universities and colleges Japan sent her students to Manchuria for a 'holiday.' It should be borne in mind that the students of to-day will be the Government administrators of the future, and the great undeveloped resources of Manchuria are not being forgotten. The students return to Japan with a collection of useful information which forms the subject of special literature. Japan's desire to annex Manchuria for her exclusive use could not be made more apparent to the world than by citing her persistent refusal to consent to the construction by England of the Fokien-Hsinan railway."

"Since the war, the Philippine Islands, Dutch East Indies, Straits Settlements and Coochin China have swarmed with Japanese. What the Japanese are doing there nobody knows. Are they preparing for the big game?"

JAPAN PREPARES FOR WAR.

Mr. Li was asked whether he thought Japan desired or contemplated a war with the United States.

"The prevailing opinion in China," he replied, "is that Japan would declare war against the United States at once if she had the necessary money, and that her bad condition financially prevents her from seriously considering the project now."

That she is preparing for another war is evident. There is a basis of truth in the rumour that Japan is 'financing' a certain nation for the construction of battleships bigger than the *Dreadnought* types, to be used in an emergency."

When the Chinese editor was asked how the Anglo-Japanese alliance was viewed in the Far East, he smiled rather slyly and said:—

The alliance remains, but the relations vary. In fact, the relations are not in strict accordance with the alliance, and the British merchants of the Far East are far from being with the policy of the home Government. The Fokien railway difficulty, Japan's alleged aggressive attitude regarding India, the recent arrest and sentence to imprisonment of an English editor in Korea, and most important of all, Japan's persistent campaign to oust British commerce by subsidizing all enterprises (money borrowed from Great Britain being used in those very enterprises) have done much to embitter the international relations. Regarding the editor who was charged with injuring Japanese influence in Korea the British editorial opinion is that whereas Indian newspaper editors, under the very eyes of the British, have discussed politics more or less rebelliously to authority, the British Government has taken no notice of them, but now it is at least illogical in admitting the demand of Japan for the imprisonment of this journalist, who was right in everything he said."

AMERICAN FLEET'S CRUISE.

"And the cruise of the American battleship fleet?" was proposed to Mr. Li as a final question.

"As far as preserving the peace of the Far East is concerned," he replied, "it has helped to a small degree. A great deal more, however, remains to be done, and a sharp look-out must be maintained."

"Little can be said of the relations between China and America, except that excellent friendship exists. During the past four years America has shown all signs that could be desired to maintain the 'entente cordiale.' This state of affairs was not brought about by a single instance. America has shown China that her sole desire is to become her friend to develop the commercial enterprises of both countries, and that she has no desire for territory."

"The Chinese are ever ready to appreciate, as well as reciprocate, kindnesses, such, for instance, as the contribution of more than \$1,000,000 by the United States to the Kuangsheng Famine Fund, the relinquishment to our Government of more than 30,000,000 taels (the larger portion of the indemnity awarded to her as damages for the Boxer outbreak in 1901), the proposal for the establishment of educational institutions in China, and the restoration of the concession, in a most amicable manner, of the Canton-Hankow Railway."

CHINA LIKES AMERICA.

"These incidents are not likely to be forgotten during many generations. Indeed, at the present moment, the 'entente cordiale' between the two countries is in such a healthy state that the Chinese generally are inclined to consider whether it could be possible to further strengthen it. The general opinion is that, in view of what is going on in Eastern waters, an alliance with America would be the best instrument for the guarantee of the peace in the Far East. Thus the 'development' of the resources of China and the opening of a great field for the commerce of the world would be assured."

CANTON DAY BY DAY.

DEVELOPING SUNNING.

[From Our Own Correspondent.]

Canton, 8th September.

A new trade mart, which has been given the name of Kung Yik Fau, was recently opened in the Sunning district about 14 hours' steam from Canton, it being the terminus of the Sunning railway. About a thousand buildings have been put up; they are splendid structures and some are of foreign design. The opening ceremony will be performed on the 15th day of this month, and on that occasion, it is learnt that there will be a grand procession including theatrical performance and cinematograph exhibition, etc. The fair will doubtless attract a large number of people who are desirous of paying a first visit to this new place.

ANNAM FRONTIER QUESTION.

Tsai Wei Han returned to Canton yesterday from Tonkin, after concluding negotiations on certain matters, relating to the frontier disputes, with the authorities there.

PROPOSED FISHING COMPANY.

The Canton Self-Government Society has convened a general meeting for to-day for the purpose of forming a fishing company in Canton.

SALE OF TITLES.

In consequence of the recent disastrous floods, H. E. Jang Jen Chuan memorialised the Imperial Government requesting for sanction to permit the sale of brevet titles in the Kwangtung province for a limited period of one year whereby to raise funds to relieve the flood sufferers. An Imperial Edict, issued on the 25th August last, granted the Viceroys request.

HOME LEAVE.

H. E. Young Shu, ex-Chinese Minister to Japan, who is a native of Canton, arrived here yesterday on a home visit.

RIOTERS ARRESTED.

Forty-three of those who had taken part in the chiao fight with weapons at Ka Ching village in Sanni district have been arrested and sent to the Kung Po Station, a military camp, to be dealt with under instructions of Admiral Li Chun.

BETWEEN eight and nine o'clock last night the house occupied by Mr. Cowland, at 135, Barker Road, the Peak, was robbed. A thief succeeded in entering one of the living rooms, and stole \$500 worth of jewellery. The police are inquiring into the matter.

RAUB AUSTRALIAN GOLD MINE.

GENERAL MANAGER'S REPORT FOR 4 WEEKS ENDING 15TH AUG. 1908.

The mine measurements and assay results of prospecting works show a total of 699 feet for the period (4 weeks) under review, made up of 36 feet sinking, 10 feet rising, 165 feet driving, 398 feet crosscutting and 78 feet of surface prospecting as against 976 feet for the previous four weeks.

MINES.

B. Komau, 540 feet Level, Drive South.—To this has been added 7 feet making the total distance 64 feet. The lode 60 in. wide gives an assay value of 67 dw.

340 feet Level, Drive North, on Hanging Wall Portion.—This has been advanced 13 feet, making a total of 48 feet. The lode averages 36 in. wide and worth 12 dw.

540 feet Level, Drive South, on Hanging Wall Portion.—Here 21 feet has been driven bringing the total to 94 feet. The lode 36 in. wide assays 21 dw.

440 feet Level, Drive South.—This had been driven 9 feet making the total distance 453 feet. The lode 45 in. wide is worth 67 dw.

From the crosscut of the mine below this level a winze has been started and sunk 24 feet. It is intended to connect this with the hanging wall drive on the 540 feet level.

340 feet Level, North, Hanging Wall Leader.—This has been advanced 5 feet, making the total 253 feet. The lode 48 in. wide gives 5 dw. Driving is now stopped. The ore will be removed by a stope from below.

340 feet Level South.—This has been taken from 521 feet to 525 feet, without any improvement.

340 feet Level South, Drive in Stope.—This has been taken 5 feet making a total of 75 feet. The lode 39 in. wide gives a value of 64 dw.

Crosscutting for stope filling: 329 feet.

Stopes.—Above the 440 feet Level, 3 stopes; lode 75 in. wide and worth 51 dw.

Above the 340 feet Level, 1 stope; lode 8 in. wide and worth 51 dw.

Above the 240 feet Level, 1 stope; lode 66 in. wide and worth 2 dw.

STOPE MINE.

160 feet level, Drive South.—This has been advanced 47 feet, making a total of 780 feet. The lode—which has become much softer—averages 82 in. wide and worth 8 dw. in value.

At about 700 feet from the shaft a rise has been started and taken to 10 feet. Its object is to provide another stopping face.

Work is being continued on the branch passing into the hanging wall in the stope. The lode has greatly narrowed and is low in value.

160 feet Level North, East Lode.—The crosscut has been taken from 21 feet to 38 feet, without any success and work here is suspended.

Crosscutting for stope filling: 148 feet.

Stopes.—Above the 60 feet Level, 3 stopes; lode averages 83 in. wide and worth 9 dw.

ANDERSON SHAFT.

The shaft has been sunk 31 feet, making the total depth 172 feet.

The water continues heavy, but this was expected. It will be pumped into the 160 feet level from stope when the drive is so far advanced.

The excavations for the big bob are complete and progress is being made in building the concrete foundations.

B. MALACCA.

No. 2 Level North of No. 2 Shaft.—This has been driven 8 feet bringing the total to 45 feet. The lode matter averages 42 in. and is poor. The work is now stopped.

No. 2 Level South.—A winze has been started on the Eastern bunch of stope and sunk 10 feet. The lode 41 in. wide gives 7 dw. in value.

No. 1 Level South of No. 1 Shaft.—To this has been added 28 feet bringing the total to 293 feet. The lode 45 in. wide assays 4 dw.

Crosscutting for stope filling: 21 feet.

Stopes.—Above the No. 2 Level, 1 stope; lode 78 in. wide and worth 6 dw.

Above the No. 1 Level, 1 stope; lode 69 in. wide and worth 1 dw.

Surface Prospecting.—73 feet of this work has been done.

General.—From the Wilfley Tables 17.4 tons of Concentrates have been won worth 218 export ton. On the 8th one of the Cam shafts broke and five stamps were idle in consequence to this date. A new shaft has since been put in and the full battery is at work.

Cyanide.—The three-monthly clean up has been made and yielded 80.475 ozs of Gold Bullion. 168 tons have been treated equalling a recovery of 9.58 dw per ton and 70.83 per cent of contents.

The small tonnage treated is because of the base nature of the ore requiring a prolonged treatment.

MILL RETURNS.

KOMAU.

40 stamps ran 28 days less 2.25 days for repairs and clean up. The lost time is mainly due to five stamps being idle for 6 days.

Huntington Mill, ran 19.5 days. The lost time is due to reading of driver.

Ore Crushed. Komau.....1,702
Stope.....1,858

Total.....3,560 tons.
Amalgam collected 2,616 ozs producing
Refined Gold 866,500
Smelted 866,975 ozs.

Average yield 5.01 dw per ton
Value of tailings 67 in.

B. MALACCA.

No. 1 Mill ran 24 days. Crushing 1779 tons surface 775 tons mine ore 514 tons.

Total.....1,993 tons.
Amalgam collected 790 producing
Refined Gold 985
Smelted 970,500

Average yield.....97.5 dw.
TOTALS.
Tons Crushed.....5,533
Amalgam.....2,916,000 ozs.
Smelted Gold.....985,075
Cyanide.....80,475
Average Fineness.....89,159
Yield.....5.11 dw.
W. H. MARTIN
General Manager

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY, the 11th September, 1908, at Noon, at Queen's Statue Wharf, The Steam Launch "KEN" as shown lies with all Gear, Appurtenances on board, in One Lot.

The Launch to be at the Buyer's risk after the fall of the hammer.

Terms:—Cash before delivery, 50 per cent of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 48 hours after the sale.

Inspecting Orders can be obtained from the Auctioneers.

HUGHES & HOUGH, Auctioneers.
Hongkong, 9th September, 1908. [87]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "LUTZOW."

Captain C. Dörsner, will leave for the above places TO-MORROW (THURSDAY), the 10th inst., at 10 A.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 9th September, 1908. [8]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI."

Captain Pedone, will be despatched as above on SATURDAY, the 12th instant, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 9th September, 1908. [95]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 9th September, 1908. [828]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "LUTZOW."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of September, at 9.30 A.M.

All Claims must reach us before the 20th of September, 1908, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 9th September, 1908. [8]

VOLUNTEER CONCERT.

A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND at 9.15 P.M. on SATURDAY, the 12th September, 1908.

By kind permission of Lieut. Colonel R. F. B. Glover, D.S.O., the Band of the 3rd Middlesex Regt. will attend.

The following ladies and gentlemen have kindly consented to assist:—Mrs. G. H. Edwards, The Misses Beth, Messrs. G. H. Edwards, P. W. Golding, Walter Benedetti, Ivan Caryll, Giff, W. H. Hannibal.

Tickets 3s and 5s can be obtained from Volunteer Headquarters and Messrs. Kelly & Walsh.

A. CHAPMAN, Lt.-Col., Commandant H.F. Vol. Corps.
Hongkong, 9th September, 1908. [111]

Intimations.

YOU MAY BUY

FROM US A

VICTOR

AT

\$2 per week.

CALL AND HEAR

OUR

LATEST

RECORDS,

IMPROVED

MACHINES

AND THE

MARVELLOUS

AUXETOPHONE

THE

ROBINSON

PIANO

CO. LTD.

Hongkong, 22nd August, 1908. [15]

KOWLOON

HOTEL.

GUEST

NIGHT

EVERY

SATURDAY

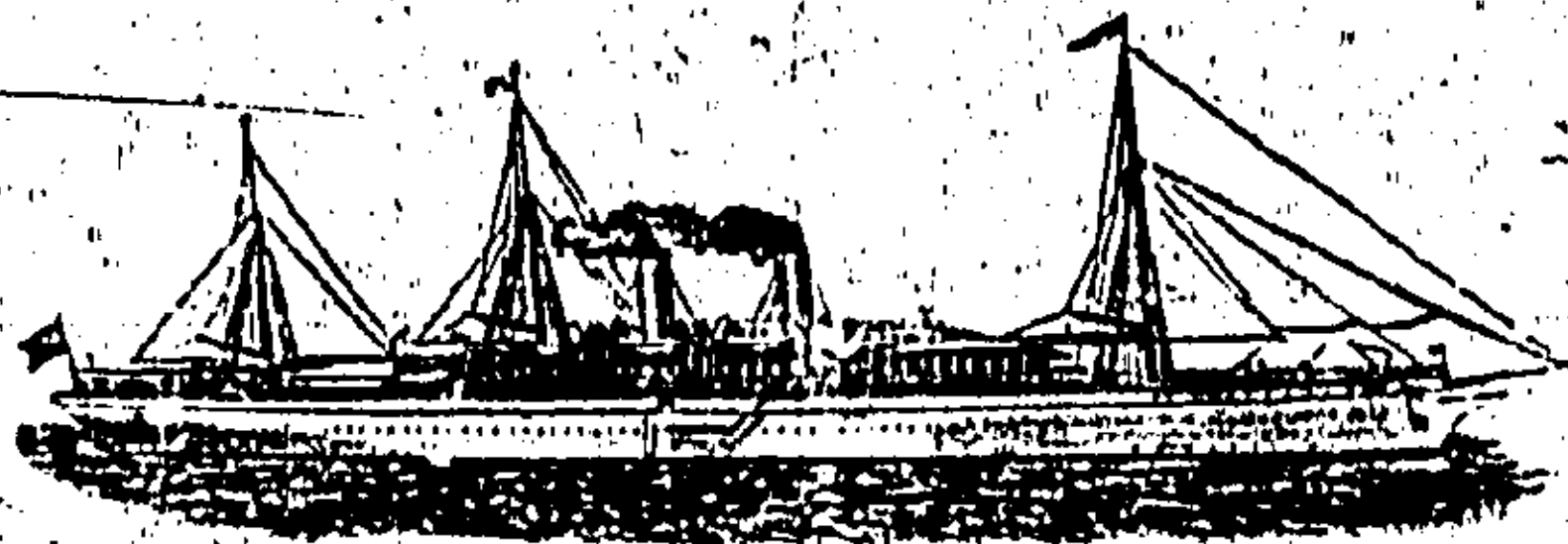
AND

SUNDAY.

STRING BAND

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel. 13 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"LENNOX"	3,700.....
"EMPEROR OF CHINA"	6,000.....
"MONTEAGLE"	6,153.....
"EMPEROR OF INDIA"	6,000.....
"EMPEROR OF JAPAN"	6,000.....
"EMPEROR OF CHINA"	6,000.....

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Patriotic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 11th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	SATURDAY, 12th Sept., 3 P.M.
MANILA	YUENSANG	FRIDAY, 18th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	FRIDAY, 2nd Oct., Noon.

RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS. The steamers Kutsang, Nansang and Fooksang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAWEI, CHEFOO & TIENTSIN	"HUICHOW"	10th Sept., 4 P.M.
NINGPO & SHANGHAI	"YOHOW"	11th
MANILA, ZAMBOANGA and AUSTRALIA	"TAIYUAN"	10th Oct.,

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloons. AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

BUTTERFIELD & SWIRE, AGENTS.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 12th Sept., at Noon.
RUBI	2540	Almond	"	SATURDAY, 19th Sept., at Noon.

SHEWAN TOMES & CO., GENERAL MANAGERS.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "MALTA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for COLOMBO, MARSEILLES and LONDON, on SATURDAY, the 19th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. India, due in London on 26th October, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship "HAICHING."

Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 11th instant, at 2 o'clock P.M. A reduction of 20% on First Class Fares to Fochow will be made during the Month of September.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship "VILLE DE LA CIOTAT."

Captain C. Barillon, will be despatched for the above Ports on or about MONDAY, the 14th inst. For Freight or Passage, apply to P. MALIN, Acting Agent.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUIAR STREET. REASONABLE FEES. Consultation Free.

DR. M. H. CHAN.

THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY. 23, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A.

THERAPION—MAY NOW ALSO BE OBTAINED IN DRABER (TASTELESS) FORM.

SELF CURE NO PAIN! MARVEL UPON MARVEL! NO SUFFERING! NO DESPAIR! Now a doctor's bill or fall into the hands of a quack, may safely, wisely and easily, cure himself without the knowledge of a party. By the introduction of a NEW REMEDY.

THERAPION No. 1—A Sovereign Remedy for discharges, suppurating abscesses, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, discharges, pain and swelling of the joints, and all those complaints which are popularly but erroneously supposed to cure themselves.

THERAPION No. 3—A Sovereign Remedy for all venereal diseases, including syphilis, chancre, and all those complaints which are popularly but erroneously supposed to cure themselves.

THERAPION No. 4—A Sovereign Remedy for all venereal diseases, including syphilis, chancre, and all those complaints which are popularly but erroneously supposed to cure themselves.

THERAPION No. 5—A Sovereign Remedy for all venereal diseases, including syphilis, chancre, and all those complaints which are popularly but erroneously supposed to cure themselves.

THERAPION No. 6—A Sovereign Remedy for all venereal diseases, including syphilis, chancre, and all those complaints which are popularly but erroneously supposed to cure themselves.

THERAPION No. 7—A Sovereign Remedy for all venereal diseases, including syphilis, chancre, and all those complaints which are popularly but erroneously supposed to cure themselves.

THERAPION No. 8—A Sovereign Remedy for all venereal diseases, including syphilis, chancre, and all those complaints which are popularly but erroneously supposed to cure themselves.

THERAPION No. 9—A Sovereign Remedy for all venereal diseases, including syphilis, chancre, and all those complaints which are popularly but erroneously supposed to cure themselves.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATON APCAR." Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 10th inst., at Noon. For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "ALDENHAM."

Captain St. John George, will be despatched as above on THURSDAY, the 17th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

NORTHERN PACIFIC LINE.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY. Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR COKIA, B.O. AND TACOMA, VIA KEELUNG, MOI, KOBE, YOKKAICHI, SHIMIZU AND YOKOHAMA.

Steamer Tons. Captain. Sailing date 1908. Inveric 4,789... Boyd... 20th Sept.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 25th August, 1908.

HONGKONG, NEW YORK & BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

THE Steamship "INDRAMAYO."

on 21st September, at 5 P.M. For freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 4th September, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "SHIMOSA".....10th Oct. For freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 8th September, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers: "KWONG TUNG" ..Capt. H. W. WALKER. "KWONG SAI" ..Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity, Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4. Meals.....\$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YOUNG ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 10th Sept., 1908.

Sold by all Chemists.

HONGKONG AVERAGE MARKET PRICES.

Corrected 4th September, 1908. per 5 Mds.

BUTCHER MEAT.

Cattle: Beef sirloin & prime cut—Mei Lung Pa B. 18. Corned—Ham Ngau Yuk 18.

Roast—Shiu 18. Breast—Ngau Lam 13.

Soup, Tong Yuk 15. Steak—Ngau Yuk Pa 18.

Sirloin—Ngau Lam 18. Sausages—Ngau Yuk Chong 16.

Bullock's Brains—Know 10. Tongue fresh—Ngau Li 10.

Corned—Ham Ngau Li 10. Head—Ngau Tau 80.

Heart—Ngau Sun 12. Hump, Salt—Ngau Kin 12.

Feet—Ngau Kook 8. Kidneys—Ngau Yiu 10.

Tail—Ngau Mei 17. Liver—Ngau Con 12.

Tripes (undressed)—Ngau To 7. Calves' Head and Feet—Ngau-chai-tau-kook 10.

Mutton Chop—Yeung Pai Kwat 22. Leg—Yeung Poi 22.

Shoulder—Yeung Shau 20. Pig's Chilling—Chi chong 24.

Brains—Chi Kook 12. Feet—Chi Kook 12.

Fry—Chi Chak 13. Head—Chi Tau 14.

Heart—Chi Sun 10. Kidneys—Chi Yiu 10.

Liver—Chi Kon 7. Pork, Chop—Chi Pai Kwat 22.

Corned—Ham Chu Yuk 22. Leg—Chu Pak 22.

Fat or Lard—Chu Yau 17. Sheep's Head and Feet—Yeung Tau 50.

Kook 50. Heart—Yeung Sun 6.

Kidneys—Yeung Yiu 6. Liver—Yeung Con 22.

Sucking Pig, To Order—Chu Chai 22. Suet Beef—Sang Ngau Yau 20.

Mutton—Sang Yeung Yau 24. Veal—Ngau Chai Yuk 20.

Sausages—Ngau Chai Yuk Tong 20.

POULTRY.

Chicken—Kai Chai 27. Capons, Large, Small—Sin Kai 20.

Ducks—Ap 16. Doves—Pan Kau 18.

Eggs, Hen—Kai Tan 24. Fowls, Canton—Kai 30.

Hainan—Hoi Nam Kai 30. Geese—Ngau 22.

Geese, Wild Shanghai—Sheung Hoi Ye 22. Goose, Wild—Ngau 22.

Musk Deer—Wong Keng 22. Hare—Tu Chai 22.

Partridge—Chi Khoo 22. Pheasants—Shan Kai 22.

Pigeons, Canton—Pak Kup 22. Hoihow—Hoihow Pak Kup 22.

 Quail—Um Chiu 22. Rice Birds—Wo Fa Cheuk 22. || Snipe—Sa Chok 22. Snipe, Cock—Fo Kai Kung 22. |
| Wild Ducks, Shanghai, Sui-ai 22. Teal, Shanghai Sui-ai 22. |
| Wild Ducks Canton—Sang Shing Sui 22. |

FISH.

Barbel—Ka Yu 10. Bream—Bin Yu 15.

Canton Fresh Water Fish—Hoi Sin Yu 15. Carp—Li Yu 20.

Catfish—Chik Yu 12. Codfish—Mun Yu 15.

Crabs—Hoi 20. Cuttle Fish—Muk Yu 24.

Dab—Sa Mang Yu 24. Dace—Wong Mei Lun 9.

Dog Fish—Tui Tu Sa 9. Eels, Congor—Hoi Man Yu 16.

Fresh water—Tam Sui Yu 15. Yellow—Wong Sin 28.

Frogs—Tien Kai 32. Garoupa—Sek Pan 53.

Gudgeon—Pak Kup Yu 12. Herrings—Tao Pak 20.

Halibut—Cheung Kwau Yu 26. Labrus—Wong Fa Yu 18.

Loach—Wu Yu 31. Lobsters—Lung Ha 52.

Mackerel—Chi Yu 16. Monk Fish—Mun Yu 24.

FRUITS.

Almond—Hung Yan 24. Apples, (California)—Kam San Ping 20.

Ko. (Chefoo)—Tin Chun Ping 14. Small—Hoi Tong 7.

Custard—Fan Lai Chi 6. Bananas, fragrant, Canton—Sang Sheng 12.

Heung Chiu 12. (brides), Macao—San Heung Chiu 6.

Chestnuts, Chinese—Fong Lut 20. Carambola—Yeung Tou 15.

Cocoanuts—Yeh Tai 10. Grapes—Sin Tai Tai 24.

Lemons, China—Ning Moong 6. Amer.—Kum San Ning Moong 3.

Lichees, Small Stone—Lai Chi Con 23. Fresh, Lai Chi 23.

Limes, (Saigon)—Sai Kung Ning Moong 5.

Mango, Manila—Lui Sung Moong 5. Mango, Saigon—Sai Kung Moong 5.

Mangosteens, San Chuk Tai per 100 22.00. Oranges, Tim Ching 5.

Small—Tai Kut 5. Mandarin—Tim Kut 5.

Olives—Pak Lam 8. Passion Fruit 8.

Pears, (American)—Kam San Shut Li 18. (Canton), Cooking—Sa Li 8.

(Shanghai)—Shoung Hoi Li 18. Peanuts—Fa Sang 10.

Persimmons, Large—Hung Chiu 8. Pine-apples, 1st quality—Sheung Poon 9.

Ti Paw-law 9. 2nd cooking—Chung-tang 5.

Paw-law 5. Platania—Tai Chiu 3.

Plums, Swatow—Hung Lai 3. Pomeio, Siam—Chim Lo Yau 14.

Walnuts, Hop Tou 12. Green—Sang Hop Tou 7.

Shanghai Lo Kwat 7.

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah 8. Chi Chank 8.

Beans, (French) Macao—Oh Moon Pin 2. Beans, (French), Shanghai—Sheung Hoi 12.

Pin Tau 12. Beans, Sprout—Ah Choi 4.

Beans, Long—Tau Kok 4. Beet Root—Hung Choi Tai 2.

Brinjals, Green—Cheng Yuen Ker 6. Brinjals, Red—Hung Ker 6.

Brassica—Pak Choi 4. Bamboo Shoots—Cheok Shun 3.

Cabbage, Chinese, com.—Kai Choy 4. Cabbage, Red—Kai Lan Tau 20.

Cabbage, (Shanghai)—Yeh Choi 20. Cane Shoots, bunch—Kai Shun 2.

Cauliflower, Large size—Tai Yeh Choi 2. Cauliflower, Medium size—Cheung Yeh 2.

Choi-fa 2. Cauliflower, Small size—Sai Yeh Choi-fa 2.

Carrots—Kam Shun 8. Celery, Chinese—Tong Kan Choy 6.

Celery, English—Yeung Kan Choi 6. Celery, White—Pak Yeung Kan Choi 6.

Chilibies, Dried—Con Lai Chiu 10. Red—Hung Fa 8.

Green—Chang Lai Chiu 8. Curry Stuff, English—Ka Lee Choi Liu 8.

Cucumbers—Cheng Kwa 6. Bitter Squash—Fu Kwa 12.

Garlic—Suen Tau 8. Ginger, young—Sun Tai Keung 5.

old—Lo Keung 5. Horse Radish, Shanghai—Lik Kan 15.

Indian Corn—Suk Mai 15. Lettuce—Yeung Sang Choi 2.

Water Chestnuts—Ma Tai 10. Mandarin—Kwai Lum Ma Tai 10.

Musk Melon 10. Mushrooms, Fresh—Sang Cho Kho 10.

Onions, Bombay—Yeung Chung Tau 6. Green—Sang Chung 6.

Shal—Sheung Hoi Chung Tau 5. Japan—Yai Poon 5.

Okra—Mo Ker 5. Parsley, English—Yeung Un Sai 5.

Gradus Pea 5. Green Peas—Cheung Tan 15.

JAPANESE SHIPPING.

THE N.Y.K. AND PROPOSED INCREASE OF AMERICAN FREIGHTAGE.

The proposed increase of freight rates by the leading American railway companies on goods exported and imported to and from the Far East, as already mentioned, has aroused a great deal of attention in Japan. The *Osaka Asahi* credits Mr. Kondo, President of the Nippon Yusen Kaisha, with a statement on the question, which in substance is as follows:—"No notice has yet been given to the Nippon Yusen Kaisha by the American railways regarding an increase in freight rates. In the event of the increase being carried out, a heavy blow will be struck against Japanese shipping. Those American steamship companies which are also engaged in railway business may not be affected to such an extent. Even the existing rates of freight hardly pay the working expenses of Japanese steamers on the American lines, and it will be difficult for them to reduce freights to any extent. It would be absolutely impossible for the company to bear any additional freightage charged by the American railways, and such being the case, the only course left with regard to the Pacific service is to leave things to take their course. Certain classes of cargo sent to America may be attracted to the *Suez* route, but not all, as the increase in the rate of freight on the railways will vary according to the nature of the goods, and cargo sent via Suez takes a longer time to reach its destination. On the other hand, there is not the faintest sign of any revival in the shipping business; on the other hand, there is a tendency towards further depression. As far as Japan is concerned, the Government is postponing projected works, so that the importation of machinery and building materials required by the Government will be suspended for the time being. If the Japanese railways were conducted by private companies, the materials required for the construction or improvement of lines might be imported from abroad, but under the present nationalisation system none of the railway material will be ordered from abroad for the present, as the railway improvement and extension works are to be postponed.

"The depression in trade has reached its climax, and trade in China, one of the world's business marts, is becoming more and more depressed in consequence of the low market of silver, and the partial failure of the crops. Neither is there any prospect of improvement in the shipping trade, which shows a tendency towards further depression. By the operation of the natural law of the survival of the fittest, only those shipping companies or business men with ample funds at their command and well versed in the shipping trade will survive; the others will undoubtedly collapse. The only remedy for the depression of the shipping business is to revive foreign trade, which is not so easily achieved. The excessive supply of bottoms is also in a large measure responsible for the present shipping depression, and a remedy which might be commended for the improvement of the shipping business is to lay up or condemn many of the steamers which are worn out with age. To meet the requirements of circumstances individual steamship owners have agreed among themselves to form a trust to avoid competition, but it is not considered practicable to induce the steamship owners of the world to agree to lay up their steamers. The only course therefore which is left open to help tide over the present depression in the shipping business is to economise working expenses."—*Japan Chronicle*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	1/10
Do. demand	1/10 7/10
Do. 4 months' sight	1/10 9/16
France—Bank T.T.	1/10 1/2
Germany—Bank T.T.	1/10 1/2
India T.T.	1/10 1/2
Do. demand	1/10 1/2
Do. 4 months' sight	1/10 1/2
Singapore—Bank T.T.	1/10 1/2
Japan—Bank T.T.	1/10 1/2
Do. demand	1/10 1/2
Do. 4 months' sight	1/10 1/2

SHIPPING AND MAELS

American (*China*) 16th inst.
Canadian (*Empress of China*), 17th inst.
German (*Prinz Waldemar*) 18th inst.

The E. & A. Co.'s s.s. *Empire* from Sydney &c. left Port Darwin yesterday for Timor, Manila and this port.

The N. Y. K. s.s. *Awa Maru*, European line left for Japan via Shanghai on 7th inst., and is expected here on 14th inst.

The N. Y. K. s.s. *Yokohama Maru*, Bombay line left for this port via Singapore on 7th inst., and is expected here on 23rd inst.

The N. Y. K. s.s. *Tora Maru*, American line left for Kobe for this port via Manila and Shanghai on 8th inst., and is expected here on 15th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 8 a.m., on 8th inst., and leaves again at 5 p.m., same day, for Nagasaki, where she is due to arrive at 6 a.m., on 10th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Yokohama at 7.30 a.m., on 9th inst., and leaves again at 3 p.m., same day, for Kobe, where she is due to arrive at 4 p.m., on 10th inst.

	Sept. 8	Sept. 9
Atmos. pressure	29.01	29.01
Barometer	29.01	29.01
Temperature	84	84
Humidity	74	75
Rainfall	0.03	

Shipping.

Arrivals.

Loongrang, Br. s.s., 1,091, S. J. Payne, 8th Sept.—Manila via Amoy 7th Sept. Gen.—J. M. & Co.	
Sigal, Ger. s.s., 942, G. Schalkrich, 8th Sept.—Swatow 7th Sept. Ballast.—J. & Co.	
Luzon, Ger. s.s., 1,135, C. Derwies, 9th Sept.—Bremen 19th July, and Singapore 5th Sept. Mails and Gen.—M. & Co.	
Araucan, Br. s.s., 2,931, A. Stewart, 9th Sept.—Moji 4th Sept. Gen.—D. S. & Co. Ltd.	
Yochow, Br. s.s., 1,306, Brown, 9th Sept.—Canton 8th Sept. Gen.—B. & S.	
Ithava, Ger. s.s., 1,446, W. Vogeler, 9th Sept.—Canton 8th Sept. Gen.—H. A. L.	
Huichow, Br. s.s., 1,217, E. Forsyth, 9th Sept.—Canton 8th Sept. Gen.—B. & S.	
Haiching, Br. s.s., 1,267, W. C. Passmore, 9th Sept.—Fochow 6th Sept. Amoy 7th, and Swatow 8th, Gen.—D. L. & Co.	
Slavonia, Ger. s.s., 2,909, B. Peter, 9th Sept.—Shanghai 5th Sept. Gen.—H. A. L.	
Daijin Maru, Jap. s.s., 902, I. Sakurai, 9th Sept.—Tamsui 6th Sept. Gen.—O. S. K.	
Carl Diederichsen, Ger. s.s., 774, J. Kaysen, 9th Sept.—Haiphong 5th Sept. and Hoihow 8th, Rice and Gen.—J. & Co.	
Wakamatsu Maru, Jap. s.s., 1,720, Ikawa, 9th Sept.—Moji 2nd Sept. Coal.—M. B. K.	
Hokuto Maru, Jap. s.s., 2,425, Keneda, 9th Sept.—Moji 2nd Sept. Coal.—M. B. K.	

Clearances at the Harbour Office

Yokohama, for Swatow	
Ram Kura Maru, for Kobe	
Yokohama, for Swatow	
Yokohama, for Shanghai	
Yokohama, for Saigon	
Yokohama, for Manila	
Ragnar, for Rajang	

Passengers arrived.

Per Loongrang, from Manila, &c.—Messrs Haonah and Morgans.	
Per Haiching, from Coast Ports—Mr. and Mrs. Craggs, Mrs. Komaroff, Messrs. Stanton and Houghton, Miss Harris, Mr. Kirvan, 10 school children, and 112 Chinese.	
Per Luzon, for Hongkong from Bremen—Mr. Geo. Couperie, Mr. E. F. Broderick, Messrs. P. Hesse, W. van Rijk, B. Robbe, V. Tuis and Chas. Harding, from Gibraltar—Mr. and Mrs. E. del Sal Orzco, and Miss Lina Sanchez de Banape, from Genoa—Messrs. R. Scherer, G. L. Wilson, Don José del Sal Orzco, L. Reuckensberg and R. Wacke, from Colombo—Col. and Mrs. Eastwood, from Penang—Messrs. I. Murphy, and J. Finare, from Singapore—Messrs. Van de Stadt, O. Tecuweisen, L. C. Downing and child, Mr. and Mrs. Saroko, Mrs. L. M. Clarke, Messrs. Rosario, McIlraith, D. Gregory, I. Antonio and S. Elias.	

Passengers departed.

Per Kanakura Maru, for Japan—Messrs. Wilson, S. Iba, S. Tokumaru, Dr. J. W. Taylor, L. S. Greenhill, T. Tanno, J. Peacock, W. McIntyre, Kayama, Ohno, Bren, Mr. and Mrs. Kressler, Messrs. F. and W. Bloomfield.	
Per Haiching, from Coast Port—Moderate and fine.	
Per Araucan, from Moji—Fine weather from port to port.	
Per Loongrang, from Manila, &c.—Fine weather throughout, light to moderate variable winds and slight sea.	

VESSELS IN PORT.

STEAMERS.

Ailsacraig, Br. s.s., 2,166, A. D. Moody, 30 Aug.—Barry Dock 14th July, Coal.—Navy Department.

America Maru, Jap. s.s., 3,460, W. E. Filmer, 20th Aug.—San Francisco 1st Aug, Honolulu 7th, Yokohama 20th, Kobe 21st, Nagasaki 23rd, and Shanghai 25th, Mails and Gen.—T. K. K.

Borneo, Ger. s.s., 1,344, F. Semblitt, 3rd Sept.—Sandakan 29th Aug. Gen.—M. & Co.

Bourbon, Fr. s.s., 997, Le Bail, 6th Sept.—Saigon and Sept. Gen.—Man Fat.

Capri, Ital. s.s., 2,718, D. Pedone, 5th Sept.—Bombay 17th Aug. and Singapore 30th, Gen.—C. & Co.

Cornfield, Br. s.s., 4,897, J. Wiseman, 25th May.—Moji 20th May, Coal.—M. B. K.

Fiame, Ger. s.s., 836, Wagner, 7th Sept.—Labuan 21st Sept. Coal.—S. W. & Co.

Hailan, Fr. s.s., 477, O. Hög, 31st Aug.—Hoihow 20th Aug. Gen.—A. R. M.

Hanoi, Fr. s.s., 739, J. Pannier, 8th Sept.—Haiphong 3rd Sept. and Hoihow 7th, Gen.—A. R. M.

Kaga Maru, Jap. s.s., 3,906, G. S. Lapraik, 6th Sept.—Shanghai 3rd Sept. Gen.—N. Y. K.

Kohsichang, Ger. s.s., 1,492, G. Smith, 4th Sept.—Bangkok 29th Aug. Rice and Timber.—B. & S.

Laertes, Br. s.s., 1,340, H. C. D. Frampton, 5th Sept.—Saigon 31st Aug. Gen.—Wo Fat Sing.

Lamington, Br. s.s., 2,283, J. J. G. MacPhail, 31st Aug.—Hongay 28th Aug. Coal.—B. & S.

Lennox, Br. s.s., 2,365, F. McNair, 24th Aug.—Wosung 20th Aug. Gen.—C. P. R. Co.

Loosok, Ger. s.s., 1,025, G. Schulten, 6th Sept.—Bangkok 31st Aug. Rice and Wood.—B. & S.

Manila, Ger. s.s., 1,168, J. Minssen, 31st Aug.—Sydney 30th July, Gen.—M. & Co.

Mathilde, Ger. s.s., 981, A. P. Uiderup, 6th Sept.—Haiphong and Hoihow 5th Sept. Gen.—J. & Co.

Montana, Am. s.s., 211, C. Camus, 4th Sept.—Manila 1st Sept. Ballast.—Master.

Nicomedia, Ger. s.s., 4,364, P. Wagemann, 1st Sept.—Moji 27th Aug. Gen.—P. & A. S. S. Co.

Pongtong, Ger. s.s., 958, W. Bötterf, 7th Sept.—Bangkok 29th Aug. Rice, Wood and Sails.—B. & S.

Ragnar, Nor. s.s., 1,100, Augusten, 17th Aug.—Rajang 10th Aug. Timber.—Wallem & Co.

Relder, Nor. s.s., 2,276, C. Stangbye, 3rd Sept.—Moji 28th Aug. Coal.—Aagaard, Thorsen & Co.

Robi, Br. s.s., 1,619, R. W. Almond, 7th Sept.—Manila 3rd Sept. and Amoy 6th; Hemp—S. T. & Co.	
Siberia, Am. s.s., 1,655, A. Zeeder, 6th Sept.—San Francisco 11th Aug. and Shanghai 4th Sept. Mails and Gen.—P. M. S. S. Co.	
Toonah, (Br. s.s., 942, A. A. Crawford, 8th Sept.—Bangkok 4th Sept. Gen.—C. M. S. N. Co.	
Yokohama, Br. s.s., 1,619, R. Rodger, 31st Aug.—Manila 28th Aug. Ballast.—S. T. & Co.	

DOCK BETTERS.

HONGKONG AND WHAMPOA DOCK.	Arrival.	Departure.
Forenoon	at Kowloon Dock	
H.M.S. Whiting	"	"
Vigilante	"	"
U.S.S. Albatross	"	"
Juteopolis	"	"
Lennox	"	"
Monfances	"	"
Chan On	"	"
H.M.S. Otter	"	"
Pocahontas	"	"
Loyal	"	"
Ragnar	"	"

The Ships Passed Canal.

28th July—Brazilia, Crevalhall, Prometani, Palermo, Hakata Maru, Memnon, Deyfing, Kluit.	
31st July—Benadua, Nineshio, Nora, Polynesia, Maria Rickmers, Taurar.	
4th Aug—Alba Craig, Rickmers, Fridrich, Glenar, Kintuck, Benadua, Nansu, Oceanic, 7th Aug—Canton, Brigada, Ceylon, Ernest Smeets, H. H. Kato, Kanabaka, Kanakura Maru, Tyden, Oustant, 11th Aug—Australia, Monmouth, Manchester, Wakata Maru, 14th Aug—Inverclyde, Pera, Sileta, (Ger.) 15th Aug—Bendoran, Bombay Maru, Caladonia, Palka, Lutwick.	
21st Aug—Alchons, Hlachi Maru, Ville de la C. I. L. Liberia, Moyau, Prinz Ludwig, 25th Aug—Melina, Socotra, Dorimund, Sado Maru, 28th Aug—Genavon, Sardinia, Sumatra, Tounara, 1st September—Atyana, Agamemnon, Benalder, Indramaya, Teukah, Ching Wo, Sado Maru, 4th Sept—Willy Castle, Sargata, Ceylon, Ceylon Maru, Genavon, Hysion, Kanakura Maru, Palka.	
Arrivals at Home—31st July—Prins Halsh, Deyfing, Kluit, 20th July—Poonia 31st July—Canton, Sedor, 4th Aug—Ceylon, Kluit, Chlaka, (Aus. Dem of Alria, Rhein, Scindia, Sileta, Hakata Maru, Segovia, Candia, 7th Aug—Dioned, Polynesia, 10th Aug—Palermo, 11th Aug—Alchons, 14th Aug—Calchons, Kintuck, Salsuma, 18th Aug—Glasgow, Glenar, Goben, Memnon, Wakata Maru, Nansu, 25th Aug—Caladonia, Hella, 28th Aug—Sado Maru, 1st September—Munaster, Moyau, Prinz Ludwig, 4th September—Brigada, Tounara.	

CHINA COAST METEOROLOGICAL REGISTER.

September 8th, 1908, a.m.									
		Bar.	To.	Hu.	Wind	W.			
Vladivostok	7 a.m.	10.07	63	78	SE	7	C		
Nemuro	6 a.m.	10.16			N	2			
Hakodate	"	10.13			NE	4			
Tokio	"	10.07			NW	4			
Kochi	"	29.9			O	0			
Nagasaki	"	29.91			O	0			
Kagoshima	"	29.97			NE	0			
Oshima	"	29.85			S	2			
Naha	"	29.77			NE	2			
Ishigaki Jim.	"	29.77			NE	2			
Bonin Is.	"	29.85			NW	4			
Choshi	5 a.m.	29.77	73	91	S	4			
Weihaei	9 a.m.	29.85	72		NW	3			
Hankow	5 a.m.								
Kiukiang	"	29.95	78	95		0			
Shanghai	9 a.m.	29.88	83	79	SE	1			
Guttsiaf	"	29.80	83	74	SE	2			
Sharp Peak	"	29.88	84	96	N	1			
Amoy	4 a.m.	29.84	83	87		0			
Swatow	"	29.82	79	91	NNE	1			
Taihou	2 a.m.	29.86			S	1			
Taiwan	"	29.81			SE	2			
Koshan	"	29.83			N	2			
Pescadores	"	29.83			M	1			
Canton	9 a.m.	29.93	83	82	E	1			
Hongkong	10 a.m.	29.91	84	74	SE	1			
Victoria Peak	"								
Gap Rock	"	29.88			SE	2			
Macao	"	29.92	82		SE	1			
Hoihow	9 a.m.								
Pikhoi	"								
Phullen	8 a.m.	29.88	79		NE	1			
Tourane	"	29.80	81			0			
O. St. James	"	29.88	81		SW	1			
Aparri	6 a.m.	29.80	75		SW	1			
Manila	10 a.m.	29.84	82	77	W	1			
Legaspi	6 a.m.	29.80	77		W	1			
Bacolod	9 a.m.				WSW	1			
Cebu	"	29.87	84		SW	1			
Labuan	"	29.87	86						

September 9th, 1908, a.m.

Vladivostok	7 a.m.	10.02	60	87	SE	1
Nemuro	7 a.m.	10.12				0
Hakodate	"	10.09			NE	2
Tokio	"	10.06			NW	2
Kochi	"	10.08			E	2
Nagasaki	"	10.08			E	0
Kagoshima	"	10.08			E	6
Oshima	"	10.07			NE	4
Naha	"	10.09			NE	6
Ishigaki jima.	"	10.08			NE	2
Bonin Is.	"	10.03				0
Chefoo.	"	10.04	70	75	N	3
Weihaei	"	10.05				0
Hankow	7 a.m.	10.05	69	95	N	2
Kiukiang	"	10.09	74	86	NW	2
Shanghai	7 a.m.	10.06	77	86	NNW	2
Guttsiaf	"	10.04	84	75		0
Sharp Peak.	"	10.05	85	78	NE	0
Amoy	6 a.m.	10.03	82	80		0
Swatow	"	10.04	79	91		0
Taihouku	"	10.04				0
Taichu.	7 a.m.	10.04			E	0
Tainan.	"	10.04			E	0
Koshun	"	10.05			N	4
Pescadores.	"	10.04				0
Canton.	9 a.m.	10.01	86	80	E	1
Hongkong	10 a.m.	10.09	85	74	E	1
Victoria Peak	"					
Gap Rock	"	10.07			NE	2
Macao	"	10.00	86		ENE	1
Hoihow	9 a.m.					
Phullen	8 a.m.	10.08	82		NE	2
Tourane	"	10.06	83			0
O. St. James.	"	10.07	81		W	1
Aparri	6 a.m.	10.04	75		SW	1
Manila	10 a.m.	10.03	74			0
Legaspi	6 a.m.	10.04	77			1
Bacolod	9 a.m.				VSW	1
Cebu	"	10.01	86		SW	3
Labuan	"	10.07	87		S	2

Steamers Expected.

From	Agents	Time
Choyang	Singapore J. M. & Co	Sept. 11
Sileta	Singapore H. A. L.	Sept. 11
Singapore	Singapore P. & O. Co	Sept. 12
Villa de la Ota	Singapore M. M. & Co	Sept. 12
Austria	Singapore S. W. & Co	Sept. 12
Awa Maru	Singapore N. Y. K.	Sept. 12
Cathay	Kobe M. & Co	Sept. 12
China	Japan P. M. & Co	Sept. 12
Emp. of China	Japan C. P. R. Co	Sept. 12
Tosa Maru	Japan N. Y. K.	Sept. 12
Waldemar	Sydney V. & Co	Sept. 12
Yokohama Maru	Colombo N. Y. K.	Sept. 23

Post Office.

Shanghai, Nagasaki, Kobe and Yokohama—Per <i>Luzon</i> , 10th Sept. 9 a.m.	
Singapore, Penang and Calcutta—Per <i>Araucan</i> , 10th Sept. 10 a.m.	
Quang-chow-wan, Hoihow, Pakhoi and Haiphong—Per <i>Hatch</i> , 10th Sept. 10 a.m.	
Chinkiang—Per <i>Hatch</i> , 10th Sept. 10 a.m.	
Europe, &c., India, via Taurico—Per <i>Swatow</i> , 10th Sept. 11 a.m.	
Manila, Yap, Fr. Wilhelmshafen, Simpson, baten, Herberstshoke, Matupi, Sydney, Hobart, Luncheon, New Zealand Melbourne, Adelaide, Perth and Fremantle—Per <i>Manila</i> , 10th Sept. 11 a.m.	
Kudat and Sandakan—Per <i>Borneo</i> , 11th Sept. 11 a.m.	
Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver—Per <i>Lennox</i> , 11th Sept. 11 a.m.	
Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu, and San Francisco—Per <i>America Maru</i> , 11th Sept. 11 a.m.	
Swatow, Amoy and Fochow—Per <i>Hatch</i> , 11th Sept. 11 a.m.	
Macao—Per <i>Sui Tai</i> , 11th Sept. 11.15 p.m.	
Manila—Per <i>Looming</i> , 11th Sept. 3 p.m.	
Ningpo and Shanghai—Per <i>Yochow</i> , 11th Sept. 3 p.m.	
Manila—Per <i>Eufro</i> , 12th Sept. 1 a.m.	
Singapore, Penang and Bombay—Per <i>Capri</i> , 12th Sept. 11 a.m.	
Macao—Per <i>Sui Tai</i> , 12th Sept. 1.15 p.m.	
Singapore, Penang and Calcutta—Per <i>Lennox</i> , 12th Sept. 2 p.m.	
Europe, &c., India, via Taurico—Per <i>Swatow</i> , 12th Sept. 11 a.m.	
Keelung, Shanghai, Moji, Kobe, Shimidzu, Yokohama, Victoria and Seattle—Per <i>Kaga Maru</i> , 15th Sept. 3 p.m.	
Samarang and Sourabaya—Per <i>Quarta</i> , 15th Sept. 4 p.m.	
Singapore, Penang and Colombo—Per <i>Awa Maru</i> , 15th Sept. 5 p.m.	
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity ...	despatch-vessel...	700	4	3,000	Commander C. T. K. Fuller...	Weihowai
Albatross ...	cruiser, and class...	4,360	10	7,000	Captain F. E. C. Ryan...	Colombo
Reeford ...	cruiser, 1st class...	9,800	14	22,000	Captain S. E. Erskine...	Weihowai
Brantome ...	river gunboat...	710	6	900	Lt.-Comdr Hon. R. O. B. Bridgeman...	Weihowai
Cadmus ...	river gunboat...	710	6	900	Lt.-Comdr F. B. Noble...	Shanghai
Cherub ...	sloop...	1,070	6	1,400	Commander B. L. Majendie...	Hongkong
Clio ...	water tank and tug...	390	—	300	Master S. West...	Hongkong
Fame ...	sloop...	1,070	6	1,400	Commander C. D. S. Rukes...	Hongkong
Flora ...	torpedo boat destroyer...	306	6	5,700	Lt.-Comdr A. L. Grosson...	Weihowai
Handy ...	cruiser, 2nd class...	4,360	10	7,000	Captain Roland Nugent...	Shanghai
Hart ...	torpedo boat destroyer...	275	6	4,000	Lt.-Comdr W. H. Darwall...	Weihowai
Janus ...	torpedo boat destroyer...	280	6	5,900	Lt.-Comdr Commander Dickens...	Weihowai
Ken ...	torpedo boat destroyer...	280	6	5,900	Lt.-Comdr Commander C. A. Fremantle...	Weihowai
King Alfred ...	cruiser, 1st class...	9,800	14	22,000	Captain G. C. A. Marsac...	Weihowai
Kinsha ...	cruiser, 1st class...	14,100	18	30,000	Captain Clinton Baker...	Weihowai
Marble ...	river gunboat...	610	6	1,200	Lt.-Comdr S. H. Tennison...	Yangtze
Moosmouh ...	surveying ship...	1,070	6	1,400	Commander F. H. Walter...	Jesseltou
Moorehen ...	cruiser, 1st class...	9,800	14	22,000	Captain G. W. Smith...	Weihowai
Nightingale ...	river gunboat...	180	3	800	Lt.-Comdr C. O. Walcott...	West River
Otter ...	river gunboat...	85	2	240	Lt.-Comdr Commander R. S. Roy...	Yangtze
Robin ...	torpedo boat destroyer...	350	6	6,300	Lt.-Comdr Commander J. White...	Hongkong
Sandpiper ...	river gunboat...	85	2	240	Lt.-Comdr Commander H. R. Tickell...	Hongkong
Snake ...	river gunboat...	85	2	240	Lt.-Comdr Commander Alaa Dixon...	West River
Taku ...	river gunboat...	85	2	240	Bosn. W. Strath...	Yangtze
Tamar ...	torpedo boat destroyer...	250	6	6,100	Rear-Admiral R. H. S. Stokes...	Hongkong
Teal ...	receiving ship...	4,650	6	—	Lt.-Comdr Commander H. R. Godfrey...	Yangtze
Thistle ...	river gunboat...	180	2	800	Lt.-Comdr Commander H. T. Atlay...	en route Weihowai
Virago ...	river gunboat...	710	6	900	Commander Stevenson...	Weihowai
Waterwitch ...	torpedo boat destroyer...	355	6	6,300	Lt.-Comdr Commander H. P. Douglas...	Pong Swatanham
Whiting ...	surveying ship...	620	4	4,500	Lt.-Comdr Commander J. Kiddle...	Hongkong
Widgeon ...	torpedo boat destroyer...	290	6	5,900	Lt.-Comdr Commander R. O. F. Knox...	Yangtze
Woodcock ...	river gunboat...	150	2	550	Lt.-Comdr H. R. V. Cottrell-Dormer...	Yangtze
Woodlark ...	river gunboat...	150	2	550	Lt.-Comdr Commander G. R. Livingstone...	Yangtze

